

Message

From: Wright, DavidA [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=4F14A47C701547479B12BEE35117D0A9-WRIGHT, DAVID A.]
Sent: 9/21/2015 12:46:16 PM
To: Ball, Joel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=92af2ab6f5274bc597249d04358ef25f-Ball, Joel]; Healy, Stephen [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d1638b0a30364c7d98ea7af410a9cb2a-Healy, Stephen]
Subject: FW: EGR environmental disablement

Joel or Steve,

Either of you recall conversations around using OAT as opposed to IAT and having concerns with the use of IAT?

Thanks,

David

From: Andrew S. Barren [mailto:andrew.s.barren@gm.com]
Sent: Thursday, September 17, 2015 7:44 PM
To: Wright, DavidA; Nguyen, Duc@ARB; Seongyup Kim (skim@arb.ca.gov)
Cc: Igor Anilovich
Subject: EGR environmental disablement

David, Duc and Seongyup,

CBI / Ex. 4

Before I respond to them, I vaguely recall either EPA or ARB had concerns with using IAT and not OAT. These were discussions Rob Sutschek had likely (he has since left GM as you know).

Can you please either confirm my recollection is correct (or not) and if so, is there a means to use IAT instead of OAT?

Andy Barren

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